

PAIGE MOTOR CARS

THE LIGHT SIX



THE MOST BEAUTIFUL CAR IN AMERICA

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THE LIGHT SIX



TOURING ~ SPORT
SEDAN ~ COUPE
ROADSTER







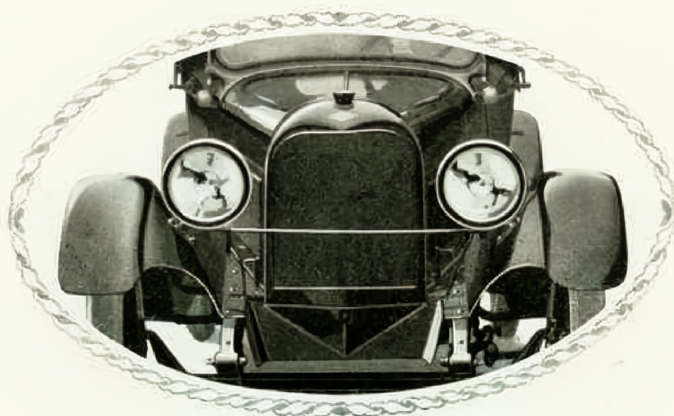
Paige Characteristics

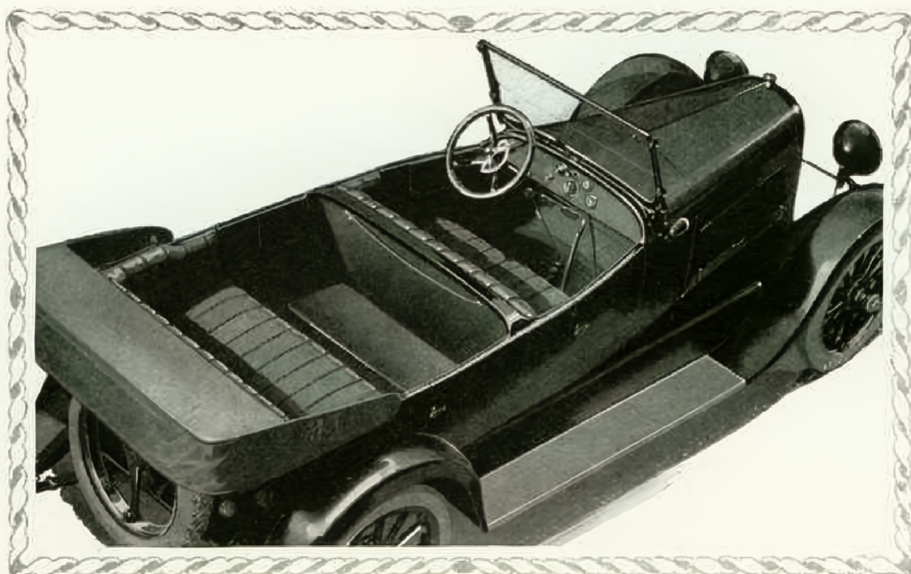
THE Paige Light Six Series stands for very practical qualities in automobile service. Its utility takes in many angles of motoring needs. Its purchase is a motoring economy.

Economy is based on the belief that fine metals, balanced design and meticulous care in construction assure an ultimate saving in the cost of upkeep and repairs. By reason of its light weight it is economical where tires are concerned. And it is spare in the use of fuel and oil, relying for ample speed and power on the efficiency of its power plant. Proof of its efficiency comes out in performance, an acceleration that outstrips larger cars with higher power ratings; and an exceptional show of power on the hills.

A moderate wheelbase and short turning radius has been combined with comfort by careful springing and the thoughtful arrangement of seating and upholstery.

Five body types are mounted on the Light Six chassis, three open and two enclosed carriages. Among them may be found a car for almost any conceivable purpose. They are alike, however, in one respect. Each has felt the critical eye and the guiding hand of the Paige designing force, and to this scrutiny may be credited that quality of well-rounded smoothness and balance that marks them ever and always as Paige. In the following pages are submitted details concerning five of "The Most Beautiful Cars in America."



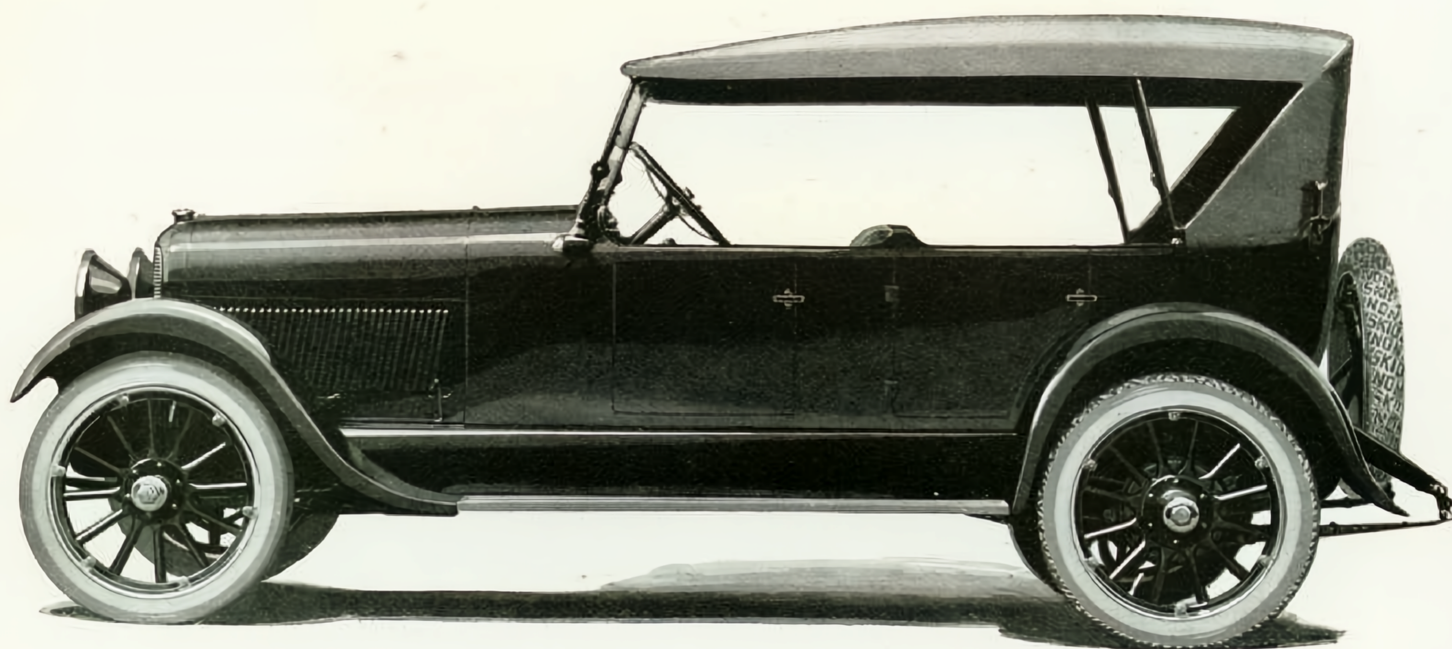


The Glenbrook



VIEW from above accentuates the clean, straight line of the Glenbrook, and gives a hint of the roominess in the five-passenger body.

Details, such as the second cowl back of the front seat, tonneau foot rest and robe rail, little bullet side lamps, outside door handles, and a tire carrier relieve the severity of smooth lines and add to the comfort and convenience of daily motoring service.



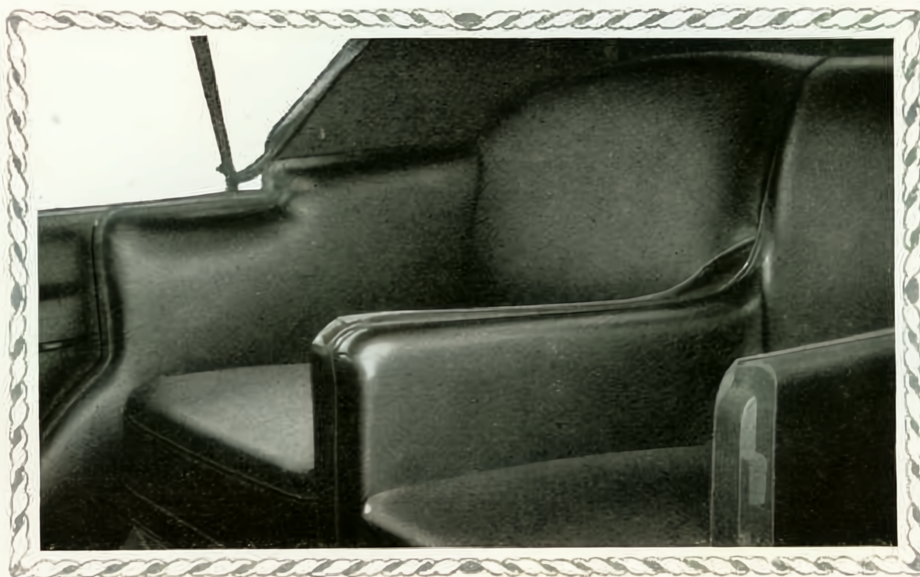
HE Glenbrook is a very comfortable five-passenger family car. Divided front cushions, well sprung, provide comfortable seats for the driver and one other. The tonneau seat, deep cushioned and high backed, is amply wide for three, with space in front of the foot rest for a bag or two as well as a rail for wraps. Upholstering is genuine leather, laid in straight plaits over deep springs and curled hair.

The top material is heavy grade, coated waterproof fabric. The rear curtain

has a plate-glass window and gypsy quarter wings. Curtains are stowed in pockets attached to the top bows and may be set in place to swing with the doors without getting out of the car.

The Glenbrook body is finished in Bowling Green; radiator, fenders, lamps, dust shields and running gear being finished in black.

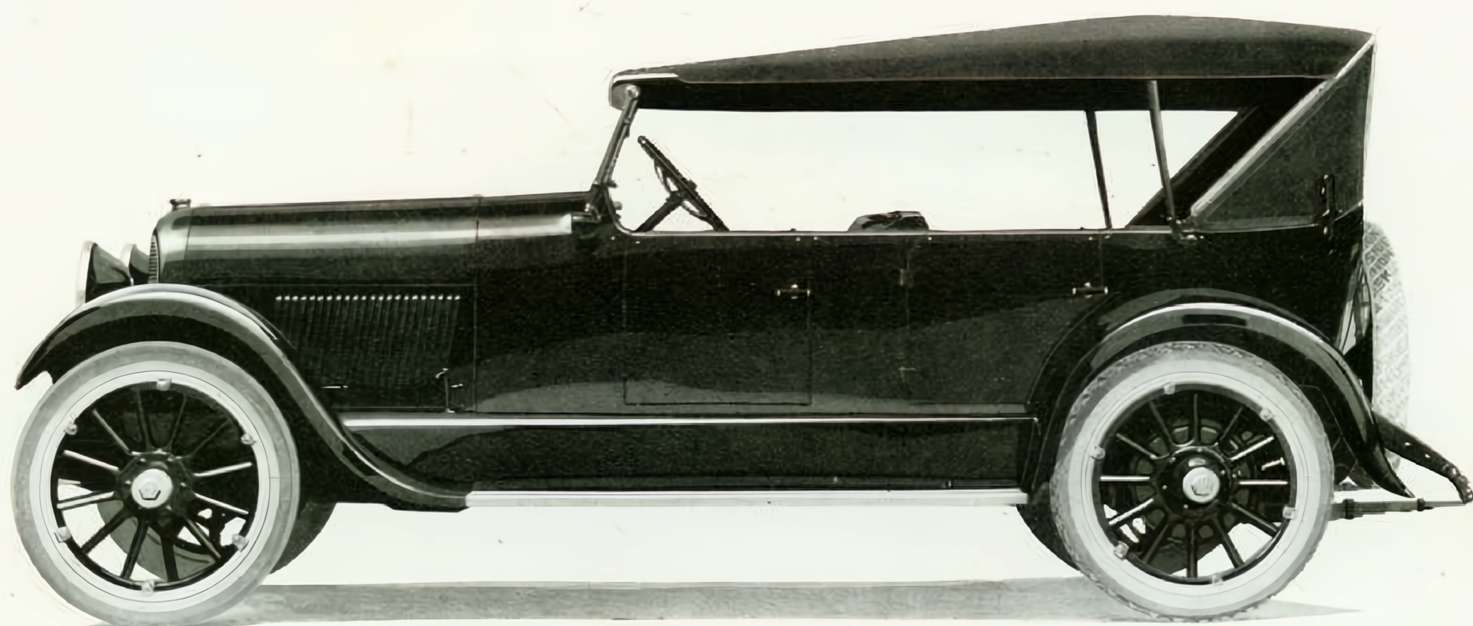
Little details, small bullet side lamps and outside door handles, give a relieving touch to the smooth lines of the Glenbrook body.



The Ardmore



OMFORT in the Ardmore centers around the seating arrangements. The rear seat, for instance, is divided by an upholstered arm rest, making in reality, two generous overstuffed armchairs. Genuine pencil grain blue leather is laid without plaiting over nested coil springs and curled hair. Seat cushions are deep from front to rear, and backs come well up behind the shoulders. More comfortable seats than these were never built into a motor car.



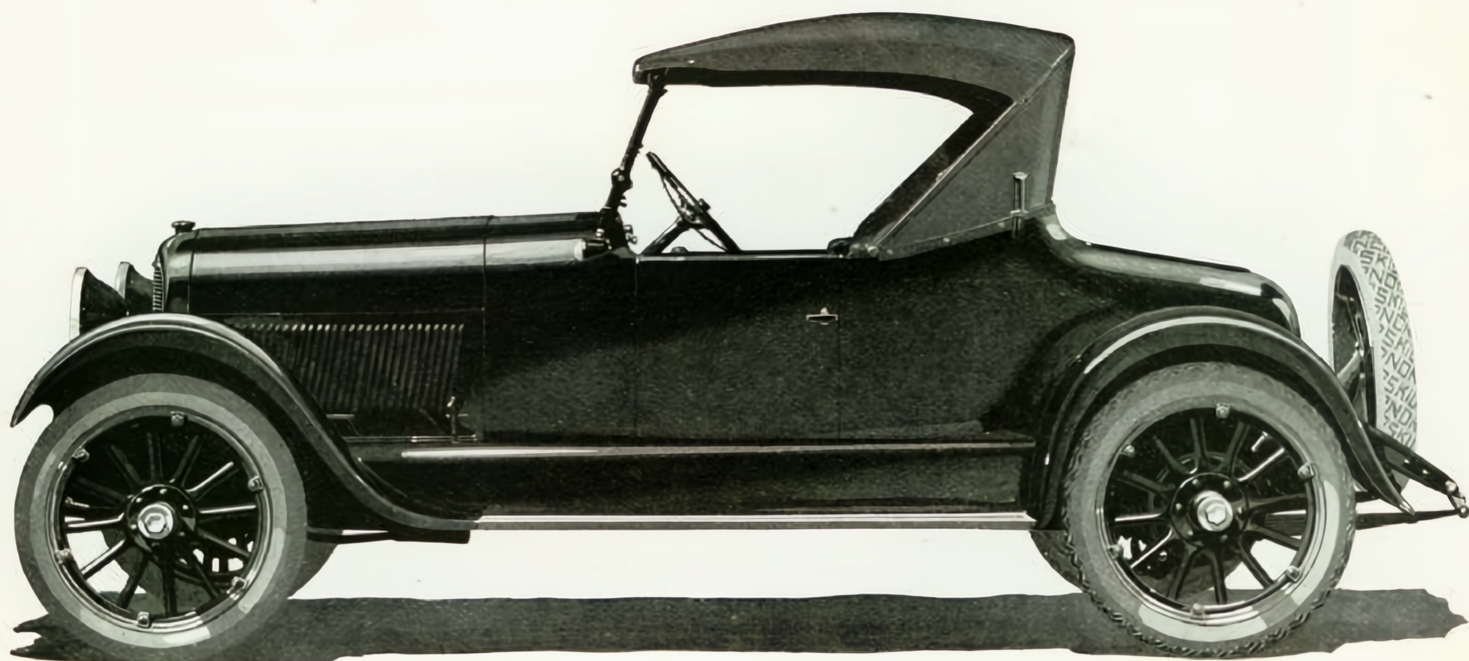
IF you are proud of your swimming or tennis or your throwing arm, or your split bamboo or your Winchester—if you like the feel of a skittish mare under you, or straining canvas above—if you live through a week at the office for a Sunday out doors, this Paige Sport car will get you.

It will get you first of all with its spare, clean lines, trim, but relieved from bareness by side lights and outside door handles. There is a staunchness about it, too, both chassis and

body, that will make good the promise of performance.

Back of the driver's seat is a second cowl. Besides adding a touch of distinction, it provides two mahogany lockers with keys for personal belongings. A tonneau light between the lockers is provided with a concealed spring reel and cord, making it portable.

The body finish of the Ardmore is grey, moleskin deep; radiator, lamps, fenders, dust shields and running gear being finished in black.



FOR the medical man, the engineer, contractor or salesman, whose business takes him over a long road daily, and who does his work from his car, there is the Paige 6-42 Roadster. Its single seat is amply wide for three persons, yet the compactness of this body type eliminates that feeling of "carrying weight" so unproductive where a business car is concerned.

Heavy, black leather upholstery is used on seat cushions and backs. Top material is heavy coated water-proof fabric. The back curtain carries a large rectangular plate-glass window.

Side curtains, opening with doors, are tailored to a nice fit and are snugly joined to the windshield.

This roadster body is well provided with carrying space. Back of the rear seat is a compartment with a lid convenient for parcels or any of the things it is desirable to have within arm's reach. A large water-proof lid gives entrance to the roomy storage space provided under the rear deck. Here a number of bags and suitcases may be stowed with room to spare.

With all its other advantages, the Lenox, finished in blue with black running gear, is a rich looking and a most able personal automobile.



How Paige Bodies Are Built

MANY unseen factors enter into the building of Paige enclosed bodies to make them thoroughly satisfactory in comfort and service. Their foundation is a sturdy, hardwood frame, well fastened with mortise and brackets, and braced to meet the irregular stresses of the road. Panelling through-

out is sheet steel, welded at the joints so that it forms one continuous shell.

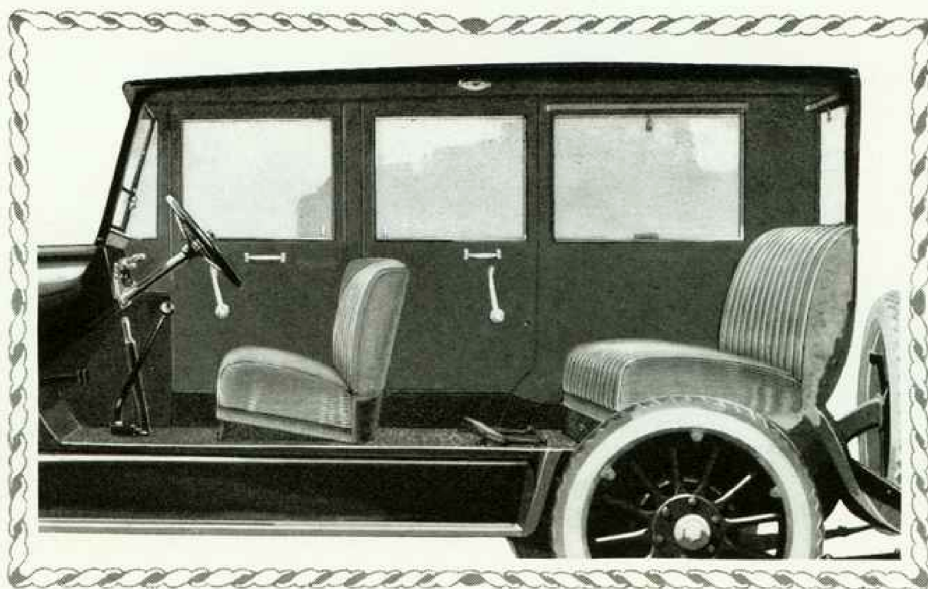
To avoid the unpleasant drumming from the roof, a heavy felt pad is laid between the frames and the outside roof covering. Doors are all braced diagonally to keep them square, and are hung each by three heavy hinges. They close against live rubber bumpers, and are equipped with double latches, so that there is little possibility of accidentally swinging open.

Windows are of extra heavy, polished crystal plate-glass, and slide in felt channels for silence and to prevent breakage. Door glasses are fitted with mechanical regulators holding them in any position. Rear quarter windows have heavy window straps. They lower into rubber cushions when down, and when closed are thoroughly weather-proof. Both Coupe and Sedan are provided with door locks, permitting them to be parked over a space of time without the danger of being molested. Locks are neatly installed in the door handles. Upholstering is all laid over curled hair padding and deep nested coil springs.

The Lenox



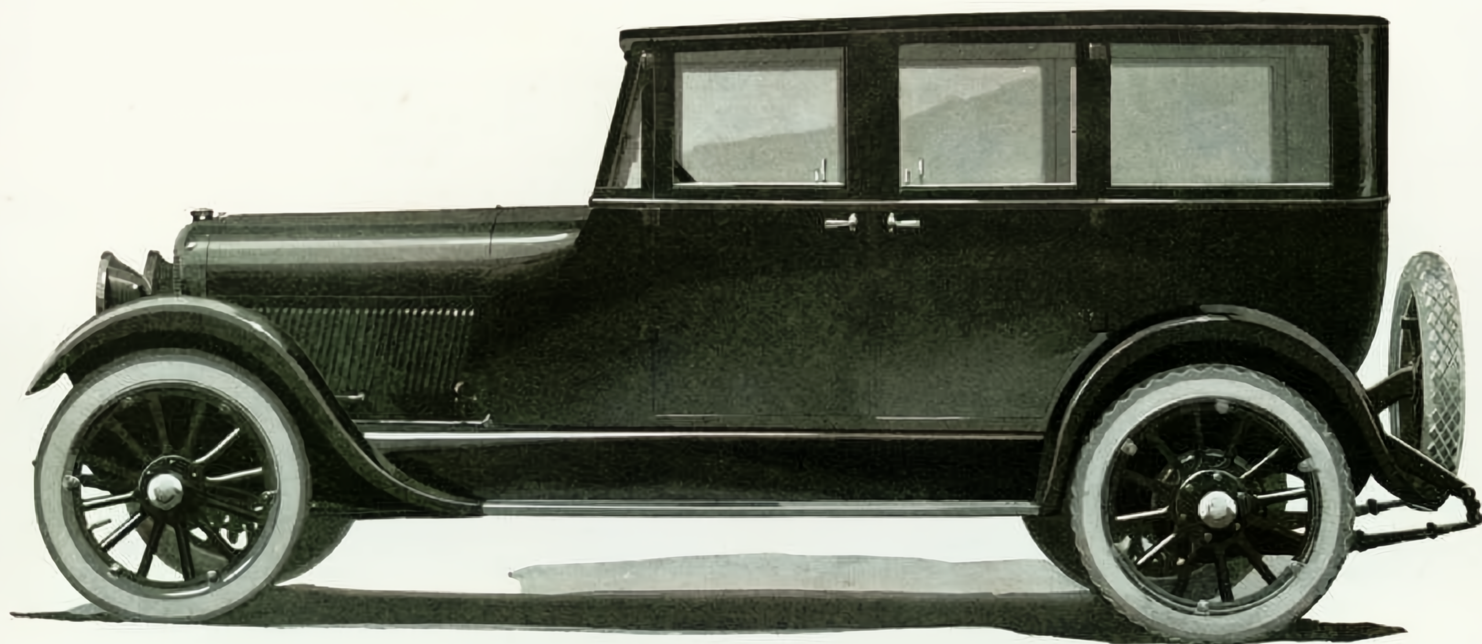
Front, rear or three-quarter views of the Roadster merely re-emphasize its good looks. Carefully moulded lines, however, do not interfere with more practical considerations. Besides a roomy, deep upholstered seat for three there is ample storage space for the luggage of a long trip. And finally, the smartly tailored top and curtains offer complete protection.



The Sedan



INTERIOR fittings of the Sedan —such as door handles, window lifts, lights, switches, and curtain brackets, are ornamented with a uniform decorative pattern and finish. This is but another example of the care for little things that gives the Sedan interior, with its rich upholstery, that pleasing finish described by but one word—elegance. Its spaciousness adds another element of attractiveness to emphasize the opportunity it offers to rest while riding.

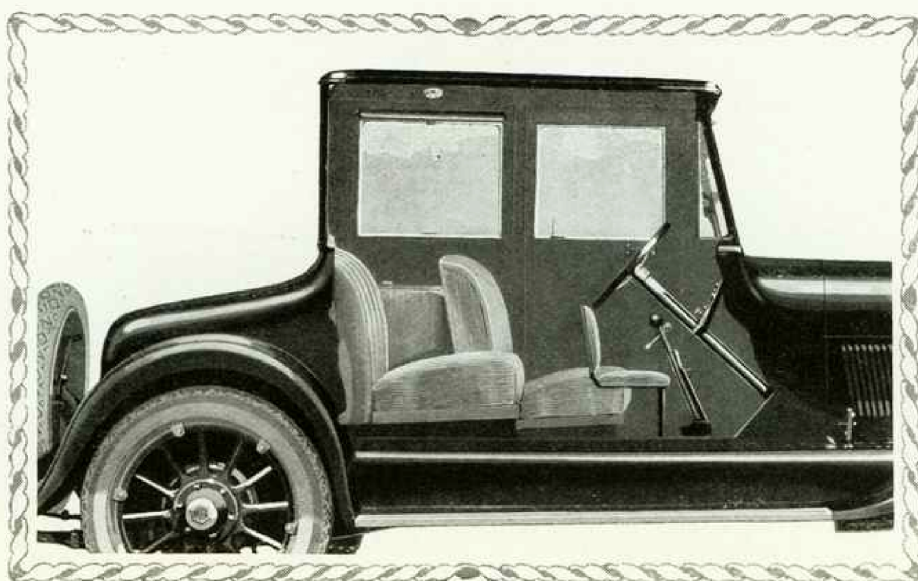


HE exterior appearance of the 6-42 Sedan is typically Paige. Without extravagant lines, bizarre details, or conspicuous colors—square window spaces and easy straight lines of hood and roof combine to make it doubly attractive as a subtle expression of good taste.

With seats for five, and a ready adaptability to all occasions and weathers, the Sedan is a car with an appeal for every member of the household. Mechanical lifts operate the glasses in the four doors, and the rear quarter windows lower on window straps. A dome

light, a footboard and a robe rail in the tonneau, taffeta sunshades on the three rear windows, and a windshield cleaner, are additional features that border on luxury.

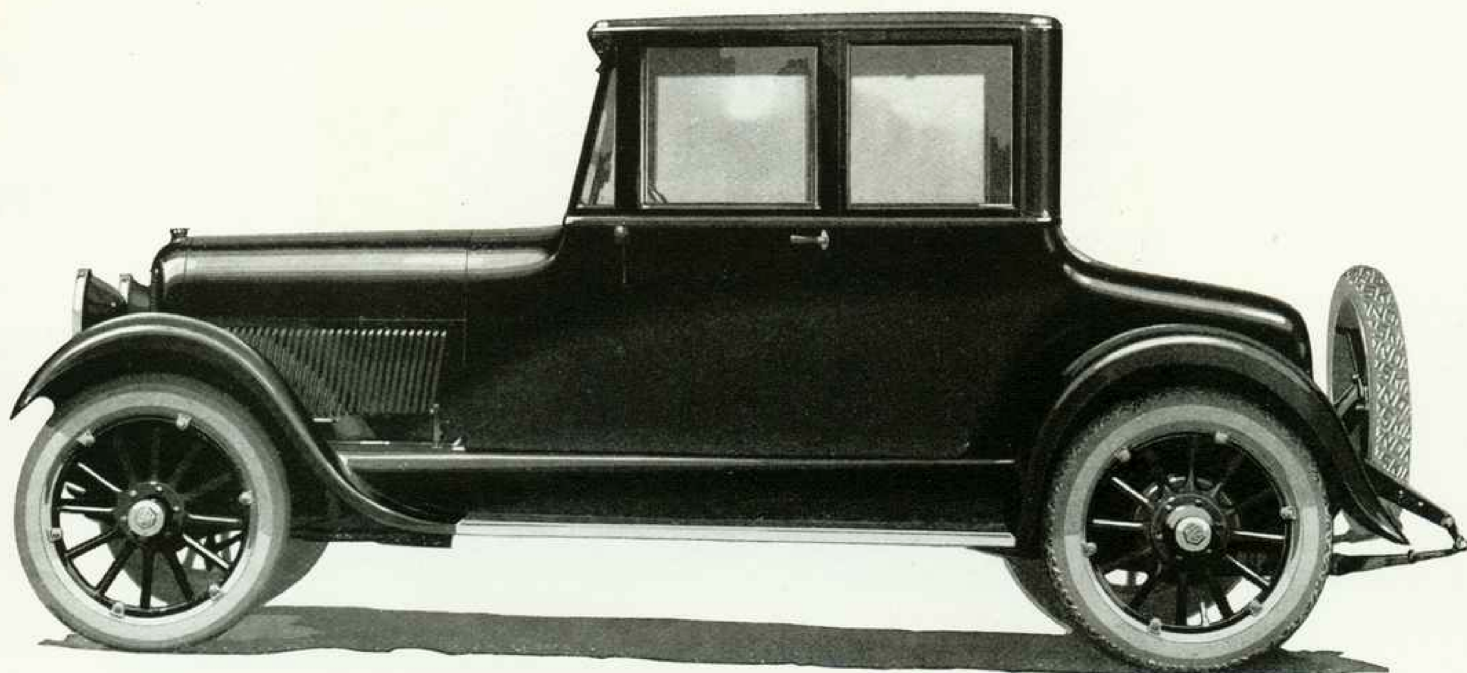
All wool fabrics are used for upholstery. Striped patterns are used on the seat cushions, being underlaid with springy curled hair padding and deep coil springs. A solid harmonizing color of the same material is used for side and head lining and for bindings. As an ever-ready means of transportation, this Paige Sedan will serve one or another family purpose every day of the year.



The Coupe



ET a little forward of the other cushions, the driver's seat is placed so that the left-hand door may be used most conveniently and the driving controls are close to foot or hand. Room for two persons is provided by the wide rear cushion, while a seat unfolding from beneath the cowl provides emergency accommodations for still a fourth. Upholstering is in soft shades of velour.



HE doctor who can not wait upon the weather, or the woman who likes to drive her own automobile, will find in the Paige 6-42 Coupe the elements of dependable transportation, together with great satisfaction in its attractive appearance.

The Coupe interior is finished in soft shades of velour, striped material being laid in straight plaits over deep coiled springs, while a plain material of the same shade is used for side and head linings and for bindings. Seats are provided for three, with emer-

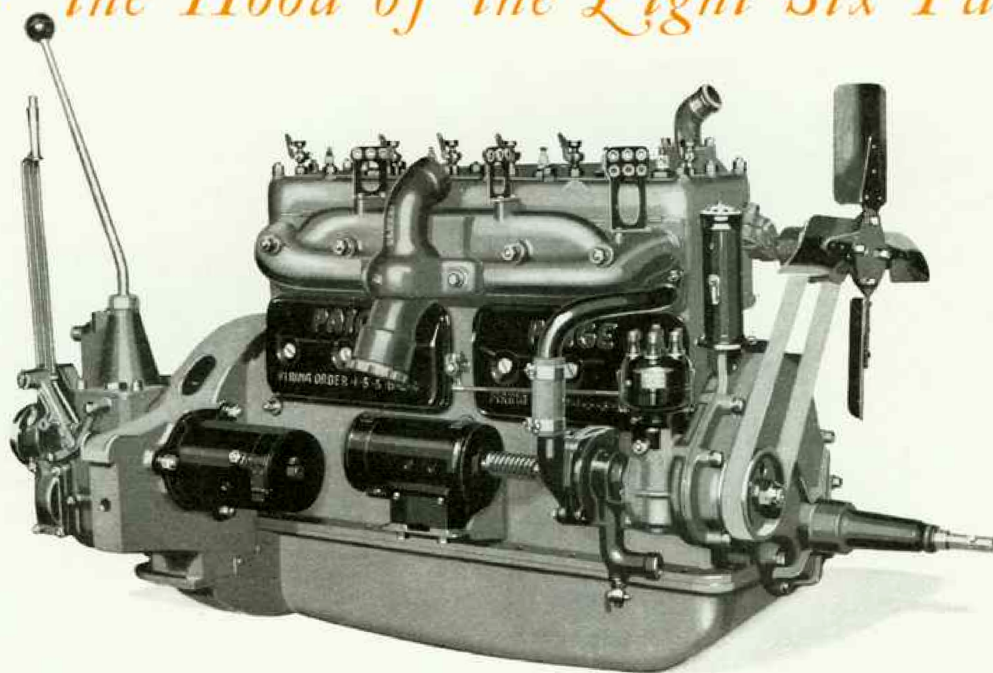
gency accommodations for one other. A water-proof cover in the rear deck opens into a generous luggage compartment.

A dome light in the roof and taffeta roller shades on the three rear windows are pleasant finishing touchings, as are the mechanical lifts for the glasses in the doors. The rear quarter windows are fitted with window straps, and like those in the doors, lower well down into the body.

The 6-42 Coupe is finished in Paige blue, with upper body and running gear in black.



Under the Hood of the Light Six Paige



PERFORMANCE in the Paige light six chassis centers around the engine. Power over the normal driving range is evident by a high gear acceleration from 5 to 25 miles an hour in 8 to 9 seconds; and in steady pulling that levels most grades without a gear change. So smooth is this Paige light six motor, however, that it is hard to realize what efficient work it is doing.

Several factors contribute to these qualities of silence and power. First of all, each of the six reciprocating assemblies in the same engine, pistons,

wrist pins and connecting rods, are held within a quarter of an ounce of each other, three separate checkings of these weights being made in the course of assembling the motor. To eliminate vibration from another source, the crankshaft is of large diameter, with generous bearing surfaces, the total length of the three main bearings being more than eight and one quarter inches.

To insure the efficient functioning of these parts, oil is pumped under pressure to the main bearings, and an abundant supply is furnished at other points where needed. The oiling sys-



tem provides for an additional lubrication for the connecting rod bearings when heavy work is encountered on a grade.

The wheelbase of the light six cars is 119 inches. A sturdy frame with deep section side members is the backbone of the whole structure. Semi-elliptic springs, 61¼ inches long, at the rear, in addition to the ample wheelbase, make for easy riding.

Ample braking surface is provided on the rear wheels by brake drums twelve inches in diameter, with a two-inch working face.

Perhaps the most effective instance of efficiency in the design of this Paige car is the arrangement for vaporizing the motor fuel. From the carburetor the fuel rises through a sloping passage

to the intake manifold. Any fuel in liquid form will thus flow back for re-carburetion. Spreading through the manifold toward the cylinders, the heavier portion of the charge drops to the bottom of the passage, which lies immediately above the exhaust manifold, and is heated. Coming in contact with a heated surface, the unvaporized or heavier portion of the charge is further cracked by the heat, so that no raw gas enters the cylinders. In this way every drop of fuel is created into power with a corresponding economy.

In gasoline, oil and tire mileage, these light six cars will be found exceptional. But their crowning virtue is a performance outdoing that of larger cars of higher power rating.





MOTOR—Six cylinder en bloc; bore, $3\frac{1}{4}$ in.; stroke, 5 in.; separate cylinder head; oil pan, pressed steel.

VALVES—On the right hand side. Valve heads are $1\frac{7}{16}$ " clear diameter, welded to .20-.30 carbon steel stems. Mechanism enclosed by pressed steel covers; run in oil.

CRANKSHAFT—Drop forged steel, heat treated and ground; three $2\frac{1}{8}$ in. diameter bearings.

CAMSHAFT—Steel drop forging with integral cams, hardened and ground. Three die cast babbitt bearings.

CONNECTING RODS—I-beam section, .35 carbon steel, drop forged, heat treated.

TRANSMISSION—Three speeds forward and one reverse.

TRANSMISSION LOCK—PAIGE DESIGN—Integral with cover; absolutely thief-proof Yale Lock.

CLUTCH—Borg & Beck—three-plate dry clutch.

LUBRICATION—Plunger pump forces oil under pressure to main bearings. Camshaft, connecting rods, cylinders and timing gears lubricated by splash.

COOLING—Water cooling with centrifugal pump; ball-bearing fan; cellular radiator. Capacity 4 gallons.

SPRINGS—Special spring-steel stock. Front: Semi-elliptic, 38 in. long by 2 in. wide. Rear: Semi-elliptic, $61\frac{1}{4}$ in. long, $2\frac{1}{4}$ in. wide, underslung.

BRAKES—Two sets of brakes working on steel drums, 12 in. inside diameter. Brake bands, 2 in. face.

FRONT AXLE—Drop forged steel I-beam section, heat-treated. Roller bearings for front wheel spindles.

REAR AXLE—Pressed steel housing; Hotchkiss drive; floating type; spiral bevel gears. Differential mounted on Timken bearings. Pinion shaft on Hyatt and Double Row ball bearings. Rear wheels on Double Row ball bearings. Axle shafts may be removed without disturbing wheels.

WHEELS—12 wood spokes to each wheel; steel felloes. Kelsey demountable rims.

TIRES—Goodyear or Firestone, 32 x 4 inches. Non-skid on rear.

WHEELBASE—119 inches. Tread, standard, 56 inches.

STEERING GEAR—Jacox; adjustable; 18 in. wheel with corrugated inside edge.

GASOLINE SUPPLY—17-gallon tank, at rear; protected by frame cross members. Stewart vacuum feed.

CARBURETOR—Stromberg, fitted with hot air intake tube. Dash adjustment.

STARTING—Remy separate starting motor with Bendix drive.

LIGHTING—Remy separate generator with third brush regulation and thermostatic control.

IGNITION—Atwater-Kent high-tension distributor with automatic advance and Willard 111-hour, 6-volt battery.

Paige-Detroit Motor Car Company

DETROIT, MICHIGAN, U. S. A.

